Wisconsin
Vehicle Inspection Program
Annual Report
2011

Contents

Background

The Wisconsin Department of Transportation (WisDOT) implemented the Wisconsin Vehicle Inspection Program (WVIP) in April 1984 in response to the federal Clean Air Act requirements. A major focus of the Clean Air Act is to reduce emissions that form ground-level ozone. Motor vehicles, industries, and smaller area sources such as lawn mowers, power boats, paints, solvents and other consumer products emit these ozone precursors. Areas exceeding federal air quality standards – established under the Clean Air Act – are designated as non-attainment and are required by federal law to reduce emissions.

The WVIP is one of the primary components of the strategy to reduce air pollution in southeastern Wisconsin area. Each year, over 600,000 cars and light duty trucks in a seven county region of southeastern Wisconsin's ozone non-attainment area are tested for emissions. The program covers more than 2,500 square miles over seven counties: Kenosha, Milwaukee, Ozaukee, Racine, Sheboygan, Washington, and Waukesha. Vehicles are inspected in 9 stations located in Kenosha, Milwaukee, Racine, Sheboygan, Waukesha, West Bend, and West Allis.

The emissions tests are free to the motorist, but cost WisDOT about $5.25 each. The state Transportation and Petroleum Environmental Cleanup Fund Act (PECFA) funds pay for the program.

Program Overview

Geographical Area:	Seven southeastern Wisconsin counties: Sheboygan, Washington, Ozaukee, Waukesha, Milwaukee, Racine and Kenosha. Testing region covers 2,500 square miles.
Test Procedure:	OBDII testing, in which a vehicle's on-board computer is checked for emissions-related problems, is the standard test for all 1996 and newer gasoline-fueled vehicles equipped with OBDII technology and all 2007 and newer diesel-fueled vehicles equipped with OBDII technology.
Network Size:	9 Stations, 21 Contractual Lanes, 2 Technical Assistance Centers
Model Years (MY) Tested	*Registration Renewal Testing*: Odd Model Years 1996 through 2008 • Model year 1996-2006 gasoline-fueled vehicles up to 8,500 lbs. gross vehicle weight rating • Model year 2007 and newer gasoline-fueled and diesel-fueled vehicles between 8,500 and 14,000 lbs, gross vehicle weight rating Change *of Ownership*: Model year 2006 and older in CY 2011

Program Rationale

Southeastern Wisconsin is one of more than 40 metropolitan areas in the United States with ground-level ozone levels that exceed federal air quality standards. Excessive air pollution is a public health hazard. Geographically, as part of the south Lake Michigan air basin, southeastern Wisconsin is one of the worst areas in the country for ozone pollution.

Motor Vehicle Emission Reductions & Air Quality Improvement

Reducing motor vehicle emissions plays a large role in improving regional air quality. Along with reformulated gasoline use, the Wisconsin Vehicle Inspection Program (WVIP) is Wisconsin's most significant vehicle emission reduction program, and one that contributes to improved air quality in the entire upper Midwest.

The Wisconsin Department of Natural Resources (DNR) estimates that the program achieved the following reductions in on-road motor vehicle emissions during 2011:

- Volatile organic compounds (VOC) emissions reduced by 2.19 tons per summer weekday, or 7.1%
- Oxides of nitrogen (NOx) emissions reduced by 3.81 tons per summer weekday, or 5.0%.
- Carbon monoxide (CO) emissions reduced by 29.54 tons per summer weekday, or 8.4%.

Hot Summer Weekday Emissions (tons)

		Volatile Organic Compounds (VOC)						
		2005	2006	2007	2008	2009	2010	2011
No I/M Program	6 SE Counties	52.863	48.794	45.818	41.072	37.475	33.206	28.851
No I/M Program	Sheboygan Co.	3.721	3.444	3.161	2.990	2.600	2.349	2.079
No I/M Program	**All 7 Counties**	**56.584**	**52.238**	**48.979**	**44.062**	**40.075**	**35.555**	**30.930**
I/M Program	6 SE Counties	46.900	43.309	40.627	36.344	34.217	30.960	26.808
I/M Program	Sheboygan Co.	3.340	3.075	2.823	2.665	2.384	2.190	1.933
I/M Program	**All 7 Counties**	**50.240**	**46.384**	**43.450**	**39.009**	**36.601**	**33.150**	**28.741**
I/M Program Reductions (tons)		**6.344**	**5.854**	**5.529**	**5.053**	**3.474**	**2.405**	**2.189**
I/M Program Reductions (%)		**11.2%**	**11.2%**	**11.3%**	**11.5%**	**8.7%**	**6.8%**	**7.1%**

		Oxides of Nitrogen (NOx)						
		2005	2006	2007	2008	2009	2010	2011
No I/M Program	6 SE Counties	125.981	118.018	111.180	99.808	92.811	81.496	71.285
No I/M Program	Sheboygan Co.	9.025	8.409	7.401	6.745	5.943	5.311	4.715
No I/M Program	**All 7 Counties**	**135.006**	**126.427**	**118.581**	**106.553**	**98.754**	**86.807**	**76.000**
I/M Program	6 SE Counties	117.462	109.940	103.492	92.903	87.539	77.532	67.706
I/M Program	Sheboygan Co.	8.489	7.885	6.944	6.322	5.628	5.062	4.487
I/M Program	**All 7 Counties**	**125.951**	**117.825**	**110.436**	**99.225**	**93.167**	**82.594**	**72.193**
I/M Program Reductions (tons)		**9.055**	**8.602**	**8.145**	**7.328**	**5.587**	**4.213**	**3.807**
I/M Program Reductions (%)		**6.7%**	**6.8%**	**6.9%**	**6.9%**	**5.7%**	**4.9%**	**5.0%**

		Carbon Monoxide (CO)						
		2005	2006	2007	2008	2009	2010	2011
No I/M Program	6 SE Counties	508.000	473.826	458.291	425.777	399.601	362.419	329.195
No I/M Program	Sheboygan Co.	41.860	39.118	33.604	30.147	26.828	24.954	23.174
No I/M Program	**All 7 Counties**	**549.860**	**512.944**	**491.895**	**455.924**	**426.429**	**387.373**	**352.369**
I/M Program	6 SE Counties	445.052	415.720	403.181	374.997	361.674	333.598	301.602
I/M Program	Sheboygan Co.	37.326	34.801	29.886	26.799	24.378	22.971	21.227
I/M Program	**All 7 Counties**	**482.378**	**450.521**	**433.067**	**401.796**	**386.052**	**356.569**	**322.829**
I/M Program Reductions (tons)		**67.482**	**62.423**	**58.828**	**54.128**	**40.377**	**30.804**	**29.540**
I/M Program Reductions (%)		**12.3%**	**12.2%**	**12.0%**	**11.9%**	**9.5%**	**8.0%**	**8.4%**

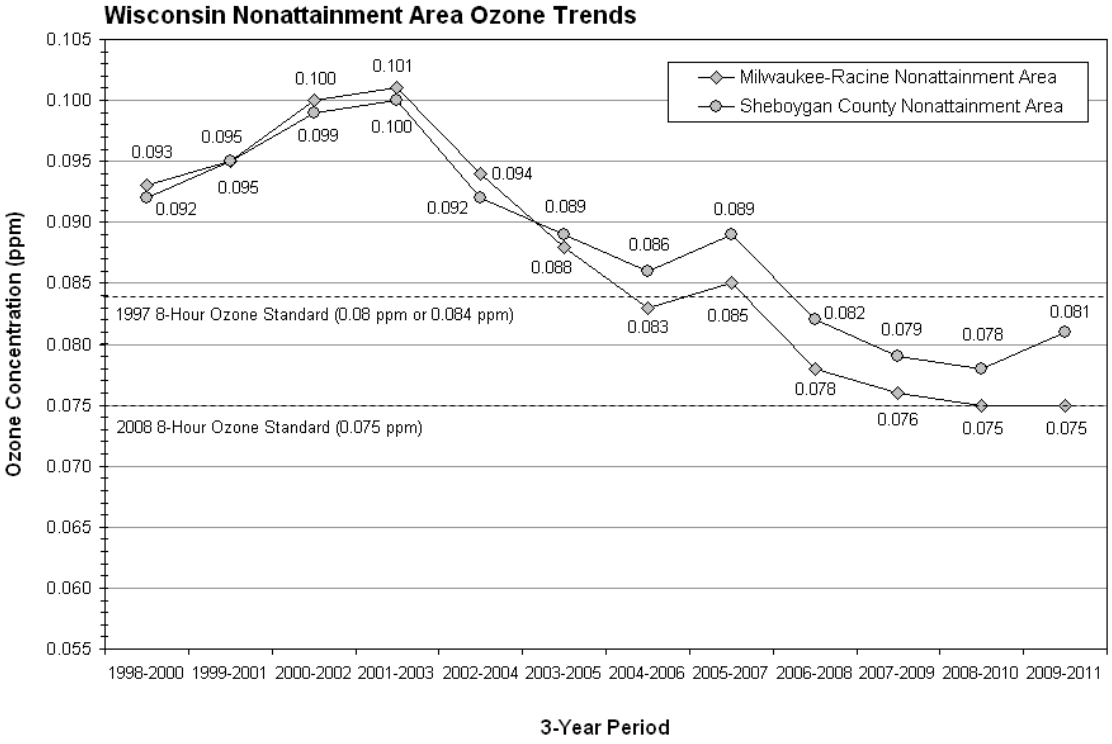
NOTES:

1. Emissions calculated using U.S. EPA's MOVES2010a model. (In previous reports, the U.S. EPA's MOBILE model was used to calculate the emissions and I/M reductions. MOVES2010a assumes smaller reductions from I/M than the MOBILE model did.)
2. The "6 SE Counties" are Kenosha, Milwaukee, Ozaukee, Racine, Washington and Waukesha Counties.

Ozone: Ground-level ozone concentrations in southeastern Wisconsin have dropped significantly over the past 20 years. During 1990, the 1-hour ozone "design value" (a calculated measurement used to evaluate compliance with the 1-hour ozone standard) for southeastern Wisconsin was 0.19 parts per million (ppm). This value was high enough that six southeastern Wisconsin counties were classified as a severe ozone nonattainment area under the 1990 Clean Air Act (CAA) amendments. Other eastern Wisconsin counties were assigned less severe nonattainment designations.

By 2001, the 1-hour design value for southeastern Wisconsin had dropped to 0.12 ppm, meeting the 1-hour ozone standard. All Wisconsin counties are now monitoring ozone concentrations below this level.

More recently, the U.S. EPA has been implementing more stringent ozone standards, using an 8-hour averaging period. This "8-hour ozone standard" was originally set at 0.084 ppm in 1997. It was revised in 2008 to 0.075 ppm, based on updated information on the health effects of ozone. As shown in the following graph, ozone concentrations have continued to decline over the past decade. The state has already attained the 1997 8-hour standard of 0.084 ppm. The WVIP will play an important, ongoing role in the state's efforts to comply with the revised more stringent 8-hour standard



Carbon Monoxide: Between 1977 and 1984, southeastern Wisconsin exceeded the federal carbon monoxide standard 35 times. Since the program's implementation in 1984, southeastern Wisconsin has not exceeded this standard even once.

Credit for these air quality improvements goes to various state and federal ozone control measures implemented both in Wisconsin and other states. Aside from Wisconsin's and neighboring states' vehicle inspection and maintenance programs, these include reformulated gasoline, national emission standards for new motor vehicles, utility and industrial source controls, and gasoline vapor recovery controls.

TEST DATA REPORT

Operating Statistics

40 CFR Part 51.366 (a)(1) The number of vehicles tested by model year and vehicle type.

The tests represented in the table below include test records for initial tests, retests and waivers. It contains all test results, including pass, fail, waivers, aborts, rejects and voids. All tables in this section do not include test records that were performed in the course of the state audits.

Model Year	Total	HDGT1	HDGT2	LDGT1	LDGT2	LDGV
1996	40,462			10,886	4,888	24,688
1997	14,769			3,905	1,822	9,042
1998	63,657			19,044	8,011	36,602
1999	18,705			4,539	2,894	11,272
2000	87,118			26,137	10,553	50,428
2001	20,289			5,866	2,400	12,023
2002	101,508			33,797	12,285	55,426
2003	17,670			5,372	2,454	9,844
2004	93,151			31,175	15,023	46,953
2005	15,924			5,685	2,292	7,947
2006	89,236			31,771	12,031	45,434
2007	5,190	232	109	1,452	719	2,678
2008	76,167	2,083	389	21,597	14,387	37,711
2009	1,733	21	2	414	308	988
2010	19			4	3	12
2011	13			4	1	8
Total	645,611	2,336	500	201,648	90,071	351,056

HDGT1: Heavy Duty Gas Truck 1 (gvwr 8501-10,000 lbs)

HDGT2: Heavy Duty Gas Truck 2 (gvwr 10,001 – 14,000 lbs)

LDGT1: Light Duty Gas Truck 1 (gvwr 4000 – 6000 lbs)

LDGT2: Light Duty Gas Truck 2 (gvwr 6001 – 8500lbs)

LDGV: Light Duty Gas Vehicles (automobiles)

Initial Test Results

40 CFR Part 51.366 (a)(2) (i) The number of vehicles tested by model year and vehicle type failing by test type.

Model Year and Vehicle Type	Initial Fail	Initial Pass	Total Initial Tests (P/F)	% Fail Initial Test
1996	**4,495**	**29,067**	**33,562**	13.4%
LDGT1	1,349	7,517	8,866	15.2%
LDGT2	504	3,698	4,202	12.0%
LDGV	2,642	17,852	20,494	12.9%
1997	**1,954**	**9,233**	**11,187**	17.5%
LDGT1	525	2,352	2,877	18.2%
LDGT2	245	1,167	1,412	17.4%
LDGV	1,184	5,714	6,898	17.2%
1998	**5,992**	**47,630**	**53,622**	11.2%
LDGT1	1,797	14,130	15,927	11.3%
LDGT2	750	6,007	6,757	11.1%
LDGV	3,445	27,493	30,938	11.1%
1999	**1,965**	**12,996**	**14,961**	13.1%
LDGT1	410	3,291	3,701	11.1%
LDGT2	283	2,014	2,297	12.3%
LDGV	1,272	7,691	8,963	14.2%
2000	**6,669**	**69,880**	**76,549**	8.7%
LDGT1	1,769	21,468	23,237	7.6%
LDGT2	667	8,785	9,452	7.1%
LDGV	4,233	39,627	43,860	9.7%
2001	**1,847**	**13,350**	**15,197**	12.2%
LDGT1	519	3,737	4,256	12.2%
LDGT2	166	1,684	1,850	9.0%
LDGV	1,162	7,929	9,091	12.8%
2002	**6,315**	**83,133**	**89,448**	7.1%
LDGT1	2,107	27,639	29,746	7.1%
LDGT2	614	10,444	11,058	5.6%
LDGV	3,594	45,050	48,644	7.4%
2003	**959**	**14,220**	**15,179**	6.3%
LDGT1	267	4,380	4,647	5.7%
LDGT2	125	2,035	2,160	5.8%
LDGV	567	7,805	8,372	6.8%
2004	**3,266**	**83,382**	**86,648**	3.8%

LDGT1	1,030	28,182	29,212	3.5%
LDGT2	524	13,373	13,897	3.8%
LDGV	1,712	41,827	43,539	3.9%
2005	**491**	**14,060**	**14,551**	3.4%
LDGT1	165	5,031	5,196	3.2%
LDGT2	72	2,044	2,116	3.4%
LDGV	254	6,985	7,239	3.5%
2006	**2,189**	**82,503**	**84,692**	2.6%
LDGT1	825	29,444	30,269	2.7%
LDGT2	297	11,132	11,429	2.6%
LDGV	1,067	41,927	42,994	2.5%
2007	**119**	**4,705**	**4,824**	2.5%
HDGT1	11	199	210	5.2%
HDGT2	9	74	83	10.8%
LDGT1	22	1,361	1,383	1.6%
LDGT2	15	660	675	2.2%
LDGV	62	2,411	2,473	2.5%
2008	**587**	**73,949**	**74,536**	0.8%
HDGT1	36	1,940	1,976	1.8%
HDGT2	7	344	351	2.0%
LDGT1	149	21,118	21,267	0.7%
LDGT2	87	14,040	14,127	0.6%
LDGV	308	36,507	36,815	0.8%
2009	**7**	**1,699**	**1,706**	0.4%
HDGT1		21	21	0.0%
HDGT2		2	2	0.0%
LDGT1	2	409	411	0.5%
LDGT2		301	301	0.0%
LDGV	5	966	971	0.5%
2010		**18**	**18**	0.0%
LDGT1		4	4	0.0%
LDGT2		3	3	0.0%
LDGV		11	11	0.0%
2011		**12**	**12**	0.0%
LDGT1		4	4	0.0%
LDGT2		1	1	0.0%
LDGV		7	7	0.0%
Total	**36,855**	**539,837**	**576,692**	6.4%

Retest Results

40 CFR Part 51.366 (a)(2) (ii) – (iii) The number of vehicles tested by model year and vehicle type passing or failing the first retest.

Model Year and Vehicle Type	Retest Fail	Retest Pass	Total Retest Tests (P/F)	% Fail Retest s
1996	**523**	**2,849**	**3,372**	15.5%
LDGT1	172	865	1,037	16.6%
LDGT2	69	335	404	17.1%
LDGV	282	1,649	1,931	14.6%
1997	**350**	**1,486**	**1,836**	19.1%
LDGT1	95	388	483	19.7%
LDGT2	36	202	238	15.1%
LDGV	219	896	1,115	19.6%
1998	**675**	**4,131**	**4,806**	14.0%
LDGT1	216	1,231	1,447	14.9%
LDGT2	91	558	649	14.0%
LDGV	368	2,342	2,710	13.6%
1999	**308**	**1,631**	**1,939**	15.9%
LDGT1	79	360	439	18.0%
LDGT2	55	272	327	16.8%
LDGV	174	999	1,173	14.8%
2000	**658**	**4,850**	**5,508**	11.9%
LDGT1	168	1,303	1,471	11.4%
LDGT2	59	516	575	10.3%
LDGV	431	3,031	3,462	12.4%
2001	**328**	**1,676**	**2,004**	16.4%
LDGT1	93	531	624	14.9%
LDGT2	41	174	215	19.1%
LDGV	194	971	1,165	16.7%
2002	**567**	**4,681**	**5,248**	10.8%
LDGT1	207	1,587	1,794	11.5%
LDGT2	42	472	514	8.2%
LDGV	318	2,622	2,940	10.8%
2003	**140**	**994**	**1,134**	12.3%
LDGT1	28	300	328	8.5%
LDGT2	17	131	148	11.5%
LDGV	95	563	658	14.4%
2004	**207**	**2,627**	**2,834**	7.3%

LDGT1	58	842	900	6.4%
LDGT2	31	428	459	6.8%
LDGV	118	1,357	1,475	8.0%
2005	**57**	**558**	**615**	9.3%
LDGT1	20	205	225	8.9%
LDGT2	1	78	79	1.3%
LDGV	36	275	311	11.6%
2006	**120**	**1,748**	**1,868**	6.4%
LDGT1	36	669	705	5.1%
LDGT2	21	241	262	8.0%
LDGV	63	838	901	7.0%
2007	**14**	**150**	**164**	8.5%
HDGT1		13	13	0.0%
HDGT2	1	12	13	7.7%
LDGT1	3	31	34	8.8%
LDGT2	3	21	24	12.5%
LDGV	7	73	80	8.8%
2008	**11**	**483**	**494**	2.2%
HDGT1	1	23	24	4.2%
HDGT2		4	4	0.0%
LDGT1	5	123	128	3.9%
LDGT2		81	81	0.0%
LDGV	5	252	257	1.9%
2009		**5**	**5**	0.0%
LDGV		5	5	0.0%
Grand Total	**3,958**	**27,869**	**31,827**	12.4%

40 CFR Part 51.366 (a)(2) (iv) The number of vehicles tested by model year and vehicle type that initially failed and passed the second or subsequent retest.

Vehicle Year & Vehicle Type	Initial Fails	Pass 2nd or Subsequent Retest	% Pass 2nd or Subsequent Retest
1996	**4,495**	**271**	6.0%
LDGT1	1,349	87	6.4%
LDGT2	504	34	6.7%
LDGV	2,642	150	5.7%
1997	**1,954**	**221**	11.3%
LDGT1	525	60	11.4%
LDGT2	245	24	9.8%
LDGV	1,184	137	11.6%
1998	**5,992**	**354**	5.9%
LDGT1	1,797	117	6.5%
LDGT2	750	50	6.7%
LDGV	3,445	187	5.4%
1999	**1,965**	**193**	9.8%
LDGT1	410	43	10.5%
LDGT2	283	43	15.2%
LDGV	1,272	107	8.4%
2000	**6,669**	**383**	5.7%
LDGT1	1,769	97	5.5%
LDGT2	667	38	5.7%
LDGV	4,233	248	5.9%
2001	**1,847**	**205**	11.1%
LDGT1	519	81	15.6%
LDGT2	166	24	14.5%
LDGV	1,162	100	8.6%
2002	**6,315**	**314**	5.0%
LDGT1	2,107	120	5.7%
LDGT2	614	24	3.9%
LDGV	3,594	170	4.7%
2003	**959**	**87**	9.1%
LDGT1	267	24	9.0%
LDGT2	125	11	8.8%
LDGV	567	52	9.2%
2004	**3,266**	**133**	4.1%
LDGT1	1,030	45	4.4%

LDGT2	524	16	3.1%
LDGV	1,712	72	4.2%
2005	**491**	**49**	10.0%
LDGT1	165	12	7.3%
LDGT2	72	1	1.4%
LDGV	254	36	14.2%
2006	**2,189**	**67**	3.1%
LDGT1	825	14	1.7%
LDGT2	297	11	3.7%
LDGV	1,067	42	3.9%
2007	**119**	**10**	8.4%
HDGT1	11	**0**	0.0%
HDGT2	9	1	11.1%
LDGT1	22	1	4.5%
LDGT2	15	2	13.3%
LDGV	62	6	9.7%
2008	**587**	**5**	0.9%
HDGT1	36	**0**	0.0%
HDGT2	7	**0**	0.0%
LDGT1	149	3	2.0%
LDGT2	87	**0**	0.0%
LDGV	308	2	0.6%
2009	**7**	5	71.4%
HDGT1	-	0	0.0%
HDGT2	-	0	0.0%
LDGT1	2	0	0.0%
LDGT2	-	0	0.0%
LDGV	5	0	0.0%
Total	**36,855**	**2,292**	6.2%

Vehicle Waivers

A motorist may request a waiver from further inspection requirements for the current inspection cycle if the vehicle fails a second retest after repairs. In general, a waiver may be granted if the motorist exceeds the cost limit on emission-related repairs and adjustments at a recognized repair facility. The waiver repair cost limit excludes emission system warranty repairs and the repair/replacement of tampered emission control devices identified during the equipment check.

Vehicle owners can also apply for a waiver if their vehicles continue to fail the emissions test. A vehicle is eligible for a waiver when the following conditions are met:

1. The vehicle has failed an emissions inspection and following repair and reinspection, it still does not meet test requirements. Repairs made over 180 days prior to the expiration of the license plate cannot be applied to the waiver repair cost limit.

2. The vehicle has passed a waiver emission equipment inspection to determine if emission control equipment is missing, modified or disconnected.

3. The Vehicle Inspection Reports (VIR) has been presented to the Waiver Investigator at the time a waiver is requested. The REPAIR DATA section of these reports has been completed in accordance with instructions provided on the report form. Motorists must bring their vehicle and itemized receipts for parts and labor to verify the emission related repairs.

4. For all vehicles which exceed the terms of the manufacturer's emission performance or defect warranty coverage at the time of the scheduled emission inspection, the owner must have emission related repairs performed on the vehicle at a recognized repair facility.

5. The actual costs of emission related repairs and adjustments exceed the repair cost limit. *Only repairs that are related to the vehicle's cause of failure can be used to apply for a cost waiver.* Costs covered by any warranty or costs to repair/replace emission control equipment that has been removed, modified or disconnected are excluded.

6. For vehicles registered and kept in Washington, Ozaukee, Waukesha, Milwaukee, Racine, Sheboygan and Kenosha Counties, the repair cost limit changed to $800 for all model year vehicles subject to testing, effective July 1, 2011. This figure is adjusted annually by the DNR per NR 485.045. The cost limit prior to July 1 was $788.

The following chart illustrates the cost waivers granted in 2011 by model year. Since even model year vehicles were tested in 2011, they account for the majority of the waivers.

40 CFR Part 51.366 (a)(2) (v) The number of vehicles tested by model year and vehicle type receiving a waiver.

Model Year and Vehicle Type	Initial Fails	Cost Waivers	Waiver Rate
1996	**4,495**	**17**	0.4%
LDGT1	1,349	1	0.1%
LDGT2	504	6	1.2%
LDGV	2,642	10	0.4%
1997	**1,954**	**18**	0.9%
LDGT1	525	4	0.8%
LDGT2	245	5	2.0%
LDGV	1,184	9	0.8%
1998	**5,992**	**28**	0.5%
LDGT1	1,797	1	0.1%
LDGT2	750	10	1.3%
LDGV	3,445	17	0.5%
1999	**1,965**	**9**	0.5%
LDGT1	410		0.0%
LDGT2	283	3	1.1%
LDGV	1,272	6	0.5%
2000	**6,669**	**32**	0.5%
LDGT1	1,769	4	0.2%
LDGT2	667	9	1.3%
LDGV	4,233	19	0.4%
2001	**1,847**	**15**	0.8%
LDGT1	519	**0**	0.0%
LDGT2	166	4	2.4%
LDGV	1,162	11	0.9%
2002	**6,315**	**45**	0.7%
LDGT1	2,107	8	0.4%
LDGT2	614	13	2.1%
LDGV	3,594	24	0.7%
2003	**959**	**12**	1.3%
LDGT1	267	**0**	0.0%
LDGT2	125	2	1.6%
LDGV	567	10	1.8%

2004	**3,266**	**15**	0.5%
LDGT1	1,030	2	0.2%
LDGT2	524	7	1.3%
LDGV	1,712	6	0.4%
2005	**491**	**3**	0.6%
LDGT1	165	1	0.6%
LDGT2	72	0	0.0%
LDGV	254	2	0.8%
2006	**2,189**	**4**	0.2%
LDGT1	825	**0**	0.0%
LDGT2	297	3	1.0%
LDGV	1,067	1	0.1%
2007	**119**	**0**	0.0%
HDGT1	11	0	0.0%
HDGT2	9	0	0.0%
LDGT1	22	0	0.0%
LDGT2	15	0	0.0%
LDGV	62	0	0.0%
2008	**587**	0	0.0%
HDGT1	36	0	0.0%
HDGT2	7	0	0.0%
LDGT1	149	0	0.0%
LDGT2	87	0	0.0%
LDGV	308	0	0.0%
2009	**7**	0	0.0%
HDGT1	-	0	0.0%
HDGT2	-	0	0.0%
LDGT1	2	0	0.0%
LDGT2	-	0	0.0%
LDGV	5	0	0.0%
Total	**36,855**	**198**	0.5%

40 CFR Part 51.366 (a)(2)(vi) The number of vehicles tested by model year and vehicle type with no final outcome (regardless of reason).

The vehicles included in the table below did not have a final outcome of either a pass or waiver test result during the reporting period.

Model Year and Vehicle Type	No Final Outcome
1996	**2,510**
LDGT1	690
LDGT2	248
LDGV	1,572
1997	**1,338**
LDGT1	389
LDGT2	151
LDGV	798
1998	**2,916**
LDGT1	901
LDGT2	298
LDGV	1,717
1999	**1,223**
LDGT1	241
LDGT2	181
LDGV	801
2000	**2,726**
LDGT1	665
LDGT2	225
LDGV	1,836
2001	**1,359**
LDGT1	375
LDGT2	119
LDGV	865
2002	**2,416**
LDGT1	748
LDGT2	211

LDGV	1,457
2003	**539**
LDGT1	136
LDGT2	63
LDGV	340
2004	**1,033**
LDGT1	287
LDGT2	177
LDGV	569
2005	**271**
LDGT1	77
LDGT2	35
LDGV	159
2006	**616**
LDGT1	197
LDGT2	83
LDGV	336
2007	**91**
HDGT1	5
HDGT2	10
LDGT1	10
LDGT2	11
LDGV	55
2008	**197**
HDGT1	27
HDGT2	14
LDGT1	29
LDGT2	11
LDGV	116
2009	**6**
LDGT1	3
LDGV	3
Grand Total	**17,241**

Vehicles Passing or Failing OBD Test

40 CFR Part 51.366 (a)(2)(xi) (xii) The number of vehicles tested by model year and vehicle type passing or failing the on-board diagnostic check.

Model Year and Vehicle Type	Failures	Passes	Grand Total	% Fail
1996	**5,018**	**31,916**	**36,934**	13.6%
LDGT1	1,521	8,382	9,903	15.4%
LDGT2	573	4,033	4,606	12.4%
LDGV	2,924	19,501	22,425	13.0%
1997	**2,304**	**10,719**	**13,023**	17.7%
LDGT1	620	2,740	3,360	18.5%
LDGT2	281	1,369	1,650	17.0%
LDGV	1,403	6,610	8,013	17.5%
1998	**6,667**	**51,761**	**58,428**	11.4%
LDGT1	2,013	15,361	17,374	11.6%
LDGT2	841	6,565	7,406	11.4%
LDGV	3,813	29,835	33,648	11.3%
1999	**2,273**	**14,627**	**16,900**	13.4%
LDGT1	489	3,651	4,140	11.8%
LDGT2	338	2,286	2,624	12.9%
LDGV	1,446	8,690	10,136	14.3%
2000	**7,327**	**74,730**	**82,057**	8.9%
LDGT1	1,937	22,771	24,708	7.8%
LDGT2	726	9,301	10,027	7.2%
LDGV	4,664	42,658	47,322	9.9%
2001	**2,175**	**15,026**	**17,201**	12.6%
LDGT1	612	4,268	4,880	12.5%
LDGT2	207	1,858	2,065	10.0%
LDGV	1,356	8,900	10,256	13.2%
2002	**6,882**	**87,814**	**94,696**	7.3%
LDGT1	2,314	29,226	31,540	7.3%
LDGT2	656	10,916	11,572	5.7%
LDGV	3,912	47,672	51,584	7.6%
2003	**1,099**	**15,214**	**16,313**	6.7%
LDGT1	295	4,680	4,975	5.9%
LDGT2	142	2,166	2,308	6.2%
LDGV	662	8,368	9,030	7.3%
2004	**3,473**	**86,009**	**89,482**	3.9%

LDGT1	1,088	29,024	30,112	3.6%
LDGT2	555	13,801	14,356	3.9%
LDGV	1,830	43,184	45,014	4.1%
2005	**548**	**14,618**	**15,166**	3.6%
LDGT1	185	5,236	5,421	3.4%
LDGT2	73	2,122	2,195	3.3%
LDGV	290	7,260	7,550	3.8%
2006	**2,309**	**84,251**	**86,560**	2.7%
LDGT1	861	30,113	30,974	2.8%
LDGT2	318	11,373	11,691	2.7%
LDGV	1,130	42,765	43,895	2.6%
2007	**133**	**4,855**	**4,988**	2.7%
HDGT1	11	212	223	4.9%
HDGT2	10	86	96	10.4%
LDGT1	25	1,392	1,417	1.8%
LDGT2	18	681	699	2.6%
LDGV	69	2,484	2,553	2.7%
2008	**598**	**74,432**	**75,030**	0.8%
HDGT1	37	1,963	2,000	1.9%
HDGT2	7	348	355	2.0%
LDGT1	154	21,241	21,395	0.7%
LDGT2	87	14,121	14,208	0.6%
LDGV	313	36,759	37,072	0.8%
2009	**7**	**1,704**	**1,711**	0.4%
HDGT1		21	21	0.0%
HDGT2		2	2	0.0%
LDGT1	2	409	411	0.5%
LDGT2		301	301	0.0%
LDGV	5	971	976	0.5%
2010		**18**	**18**	0.0%
LDGT1		4	4	0.0%
LDGT2		3	3	0.0%
LDGV		11	11	0.0%
2011		**12**	**12**	0.0%
LDGT1		4	4	0.0%
LDGT2		1	1	0.0%
LDGV		7	7	0.0%
Grand Total	**40,813**	**567,706**	**608,519**	6.7%

40 CFR Part 51.366 (a)(2)(xiii) –(xviii)

There is no data for comparing on-board diagnostic tests with other test types because Wisconsin only conducts on-board diagnostic tests.

Check Engine Light (MIL) Test Results

A small population of vehicles in southeastern Wisconsin produces most of the vehicle exhaust pollution – these are the so-called gross polluters. As vehicles are driven, problems can develop because of defective parts, improper maintenance or simply from deterioration due to age and usage. This helps explain why a vehicle can be relatively clean one year and become a gross polluter at the time of its next inspection. Since hydrocarbon, carbon monoxide and nitrogen oxides are invisible, a vehicle inspection is an effective method to ensure that a vehicle is not polluting excessively.

In most cases, if the vehicle's check engine light is commanded on due to an emission component malfunction, then the Diagnostic Trouble Codes (DTC) are recorded and provided to the motorist. The vehicle will fail this portion of the inspection if the check engine light is commanded on. However, there are also some instances where the check engine light is on but no DTCs are stored. In either case, the vehicle will need to be repaired and brought back for a re-inspection.

40 CFR Part 51.366 (a)(2)(xix)

The number of vehicles tested by model year and vehicle type where the MIL is commanded on and no codes are stored.

Model Year and Vehicle Type	MIL Commanded On and No DTCs
1996	**8**
LDGV	8
1997	**1**
LDGV	1
1998	**3**
LDGV	3
1999	**8**
LDGT1	7
LDGT2	1
2000	**33**
LDGT1	18
LDGT2	10
LDGV	5
2001	**2**
LDGT1	1
LDGV	1
2002	**10**
LDGT1	6
LDGT2	1
LDGV	3
2003	**9**
LDGT1	5
LDGV	4

2004	**5**
LDGT1	2
LDGV	3
2005	**2**
LDGT1	1
LDGV	1
2006	**7**
LDGT1	5
LDGT2	1
LDGV	1
2008	**1**
LDGT2	1
Grand Total	**89**

Another condition that can occur is when the vehicle's check engine light is NOT commanded on but a Diagnostic Trouble Codes (DTC) is stored within the vehicle's computer. The most likely reason for this condition is a pending code indicating a problem within the vehicle that has not yet met the threshold for activating the check engine light, or a condition that has since resolved itself. Since the MIL is not commanded on, the vehicle will pass this portion of the inspection.

40 CFR Part 51.366 (a)(2)(xx)

The number of vehicles tested by model year and vehicle type where the MIL is not commanded on and codes are stored.

Model Year	HDGT1	HDGT2	LDGT1	LDGT2	LDGV	Grand Total
1996			1,333	629	2,419	4,381
1997			449	169	1,002	1,620
1998			1,948	874	3,252	6,074
1999			412	312	1,005	1,729
2000			2,305	889	4,172	7,366
2001			345	180	1,004	1,529
2002			2,498	737	4,672	7,907
2003			364	136	641	1,141
2004			2,256	790	2,716	5,762
2005			286	102	397	785
2006			1,531	422	1,688	3,641
2007	9	10	52	20	91	182
2008	58	23	326	286	627	1,320
2009			2	4	11	17
2011			1			1
Grand Total	**67**	**33**	**14,108**	**5,550**	**23,697**	**43,455**

40 CFR Part 51.366 (a)(2)(xxi)

The number of vehicles tested by model year and vehicle type where the MIL is commanded on and codes are stored.

Vehicle Year	HDGT1	HDGT2	LDGT1	LDGT2	LDGV	Grand Total
1996			1,415	522	2,751	4,688
1997			583	256	1,330	2,169
1998			1,919	795	3,668	6,382
1999			461	306	1,380	2,147
2000			1,857	697	4,567	7,121
2001			592	205	1,321	2,118
2002			2,253	649	3,815	6,717
2003			288	136	646	1,070
2004			1,065	550	1,797	3,412
2005			179	71	280	530
2006			839	302	1,098	2,239
2007	11	10	24	19	67	131
2008	37	7	144	81	296	565
2009			2		5	7
Grand Total	**48**	**17**	**11,621**	**4,589**	**23,021**	**39,296**

40 CFR Part 51.366 (a)(2)(xxii)

The number of vehicles tested by model year and vehicle type where the MIL is not commanded on and codes are not stored.

Vehicle Year	HDGT1	HDGT2	LDGT1	LDGT2	LDGV	Grand Total
1996			7,140	3,460	17,213	27,813
1997			2,326	1,221	5,668	9,215
1998			13,482	5,723	26,680	45,885
1999			3,265	2,001	7,724	12,990
2000			20,541	8,436	38,564	67,541
2001			3,939	1,683	7,931	13,553
2002			26,790	10,196	43,091	80,077
2003			4,328	2,036	7,739	14,103
2004			26,793	13,025	40,521	80,339
2005			4,955	2,022	6,879	13,856
2006			28,606	10,964	41,140	80,710
2007	203	76	1,340	661	2,399	4,679
2008	1,907	327	20,936	13,849	36,179	73,198
2009	21	2	407	297	961	1,688
2010			4	3	11	18
2011			3	1	7	11
Grand Total	**2,131**	**405**	**164,855**	**75,578**	**282,707**	**525,676**

Readiness Monitors

A vehicle's OBD system continually tracks and stores information about the emission control devices and other engine related components. Readiness monitors indicate if components have been fully evaluated and whether system components have experienced any driving conditions that prevent the vehicle from operating as designed by the manufacturer. The test equipment reads the readiness monitor statuses as part of the vehicle emissions inspection.

Vehicles "Not Ready" for OBD testing receive a reject test result. For 1996 - 2000 model year vehicles, a vehicle can have up to 2 readiness monitors unset; for 2001 and newer vehicles, only 1 readiness monitor can be unset. If the unset readiness monitors exceed the requirements, the vehicle will be rejected from further testing until this condition is corrected.

> 40 CFR Part 51.366 (a)(2)(xxiii)
>
> The number of vehicles tested by model year and vehicle type where the readiness status indicates that the evaluation is not complete for any module supported by on-board diagnostic systems.

Model Year	Total	HDGT1	HDGT2	LDGT1	LDGT2	LDGV
1996	3,283			944	248	2,091
1997	1,659			525	164	970
1998	4,833			1,583	565	2,685
1999	1,610			373	245	992
2000	4,444			1,329	473	2,642
2001	2,920			952	313	1,655
2002	6,286			2,075	667	3,544
2003	1,201			336	127	738
2004	3,130			882	593	1,655
2005	642			222	83	337
2006	1,803			538	295	970
2007	160	9	10	22	17	102
2008	699	54	20	129	128	368
2009	13			1	7	5
2010	1					1
2011	1					1
Total	32,685	63	30	9,911	3,925	18,756

Initial Test Volume By Model Year and Station

40 CFR Part 51.366 (a)(3)

The initial test volume by model year and test station.

Model Year	Total	WB	WAUK	MILWS	MILWN	MILWC	WA	RAC	KENO	SHE	TACS	TACN
1996	36,370	2,849	4,424	4,729	4,803	5,679	4,427	3,057	3,800	2,583	14	5
1997	12,395	820	1,219	1,434	1,888	2,780	1,197	1,055	1,313	681	5	3
1998	57,678	4,851	7,602	7,195	7,521	8,365	7,243	5,021	5,921	3,944	10	5
1999	16,278	1,042	1,854	1,937	2,499	3,199	1,623	1,462	1,728	928	3	3
2000	80,690	7,287	11,783	10,041	10,423	10,558	10,900	6,366	7,641	5,675	11	5
2001	17,229	1,323	2,178	2,046	2,452	3,149	1,934	1,412	1,730	996	3	6
2002	94,718	8,796	15,040	11,872	11,732	11,198	13,745	7,058	8,880	6,379	11	7
2003	16,182	1,278	2,435	2,000	2,154	2,586	1,971	1,250	1,608	893	6	1
2004	89,702	8,535	15,701	10,865	11,213	9,624	12,944	6,603	8,244	5,959	9	5
2005	15,187	1,294	2,394	1,801	2,023	2,083	2,080	1,067	1,475	969	1	
2006	87,012	8,446	15,694	10,224	10,759	8,871	12,960	6,162	8,260	5,629	2	5
2007	4,992	459	895	580	672	640	699	338	427	280		2
2008	75,651	7,687	14,050	8,628	9,291	7,072	11,348	5,530	7,287	4,753		5
2009	1,731	190	343	199	192	130	298	133	139	107		
2010	19		5	11			3					
2011	14		3			2	2		1			6
Total	605,848	54,857	95,620	73,562	77,622	75,936	83,374	46,514	58,454	39,776	75	58

Initial Failure Rate By Model Year and Test Station

40 CFR Part 51.366 (a)(3)

The initial test failure rate by model year and test station.

Model Year	WB	WAUK	MILWS	MILWN	MILWC	WA	RAC	KEN	SHE	TACS	TACN	Grand Total
1996	**2,693**	**4,194**	**4,406**	**4,401**	**5,002**	**4,144**	**2,816**	**3,462**	**2,428**	**11**	**5**	**33,562**
F	245	396	530	710	1,007	421	407	521	252	6	-	4,495
P	2,448	3,798	3,876	3,691	3,995	3,723	2,409	2,941	2,176	5	5	29,067
Fail Rate	9.1%	9.4%	12.0%	16.1%	20.1%	10.2%	14.5%	15.0%	10.4%	54.5%	0.0%	13.4%
1997	**771**	**1,135**	**1,292**	**1,729**	**2,380**	**1,120**	**955**	**1,174**	**624**	**4**	**3**	**11,187**
F	81	125	194	420	569	148	155	189	73	-	-	1,954
P	690	1,010	1,098	1,309	1,811	972	800	985	551	4	3	9,233
Fail Rate	10.5%	11.0%	15.0%	24.3%	23.9%	13.2%	16.2%	16.1%	11.7%	0.0%	0.0%	17.5%
1998	**4,616**	**7,209**	**6,696**	**6,968**	**7,484**	**6,891**	**4,642**	**5,420**	**3,683**	**8**	**5**	**53,622**
F	361	650	664	978	1,228	569	554	663	321	2	2	5,992
P	4,255	6,559	6,032	5,990	6,256	6,322	4,088	4,757	3,362	6	3	47,630
Fail Rate	7.8%	9.0%	9.9%	14.0%	16.4%	8.3%	11.9%	12.2%	8.7%	25.0%	40.0%	11.2%
1999	**999**	**1,741**	**1,778**	**2,285**	**2,857**	**1,534**	**1,323**	**1,581**	**858**	**2**	**3**	**14,961**
F	92	196	215	376	508	141	163	202	71	1		1,965
P	907	1,545	1,563	1,909	2,349	1,393	1,160	1,379	787	1	-	12,996
Fail Rate	9.2%	11.3%	12.1%	16.5%	17.8%	9.2%	12.3%	12.8%	8.3%	50.0%	0.0%	13.1%
2000	**6,958**	**11,332**	**9,569**	**9,891**	**9,720**	**10,477**	**6,041**	**7,162**	**5,384**	**10**	**5**	**76,549**
F	461	828	746	1,104	1,212	716	589	672	335	3	3	6,669
P	6,497	10,504	8,823	8,787	8,508	9,761	5,452	6,490	5,049	7	2	69,880
Fail Rate	6.6%	7.3%	7.8%	11.2%	12.5%	6.8%	9.8%	9.4%	6.2%	30.0%	60.0%	8.7%
2001	**1,197**	**1,972**	**1,801**	**2,176**	**2,676**	**1,754**	**1,242**	**1,499**	**873**	**2**	**5**	**15,197**
F	94	182	191	358	454	154	144	190	77	2	1	1,847
P	1,103	1,790	1,610	1,818	2,222	1,600	1,098	1,309	796	-	4	13,350
Fail Rate	7.9%	9.2%	10.6%	16.5%	17.0%	8.8%	11.6%	12.7%	8.8%	100.0%	20.0%	12.2%
2002	**8,378**	**14,368**	**11,228**	**11,094**	**10,382**	**13,119**	**6,623**	**8,275**	**5,964**	**11**	**6**	**89,448**
F	453	852	707	938	1,066	721	522	680	373	1	2	6,315
P	7,925	13,516	10,521	10,156	9,316	12,398	6,101	7,595	5,591	10	4	83,133
Fail Rate	5.4%	5.9%	6.3%	8.5%	10.3%	5.5%	7.9%	8.2%	6.3%	9.1%	33.3%	7.1%
2003	**1,191**	**2,327**	**1,864**	**2,005**	**2,404**	**1,872**	**1,157**	**1,500**	**852**	**6**	**1**	**15,179**
F	62	114	108	172	226	69	59	103	42	3	1	959
P	1,129	2,213	1,756	1,833	2,178	1,803	1,098	1,397	810	3		14,220
Fail Rate	5.2%	4.9%	5.8%	8.6%	9.4%	3.7%	5.1%	6.9%	4.9%	50.0%	100.0%	6.3%
2004	**8,324**	**15,263**	**10,514**	**10,804**	**9,181**	**12,570**	**6,359**	**7,898**	**5,721**	**9**	**5**	**86,648**
F	268	477	372	471	497	412	262	325	181	1	-	3,266
P	8,056	14,786	10,142	10,333	8,684	12,158	6,097	7,573	5,540	8	5	83,382
Fail Rate	3.2%	3.1%	3.5%	4.4%	5.4%	3.3%	4.1%	4.1%	3.2%	11.1%	0.0%	3.8%
2005	**1,253**	**2,318**	**1,715**	**1,914**	**1,969**	**2,020**	**1,021**	**1,410**	**930**	**1**		**14,551**
F	38	67	50	92	101	43	30	50	20	-	-	491

P	1,215	2,251	1,665	1,822	1,868	1,977	991	1,360	910	1	-	14,060
Fail Rate	3.0%	2.9%	2.9%	4.8%	5.1%	2.1%	2.9%	3.5%	2.2%	0.0%	0.0%	3.4%
2006	**8,240**	**15,349**	**9,996**	**10,478**	**8,606**	**12,625**	**5,970**	**7,938**	**5,485**	**2**	**3**	**84,692**
F	193	317	235	333	311	281	156	249	113	1	-	2,189
P	8,047	15,032	9,761	10,145	8,295	12,344	5,814	7,689	5,372	1	3	82,503
Fail Rate	2.3%	2.1%	2.4%	3.2%	3.6%	2.2%	2.6%	3.1%	2.1%	50.0%	0.0%	2.6%
2007	**441**	**861**	**561**	**651**	**620**	**678**	**330**	**411**	**270**		**1**	**4,824**
F	9	22	9	20	15	17	8	14	5	-	-	119
P	432	839	552	631	605	661	322	397	265	-	1	4,705
Fail Rate	2.0%	2.6%	1.6%	3.1%	2.4%	2.5%	2.4%	3.4%	1.9%	0.0%	0.0%	2.5%
2008	**7,586**	**13,834**	**8,535**	**9,181**	**6,969**	**11,182**	**5,420**	**7,137**	**4,687**	**-**	**5**	**74,536**
F	48	88	71	90	81	51	45	86	26	-	1	587
P	7,538	13,746	8,464	9,091	6,888	11,131	5,375	7,051	4,661	-	4	73,949
Fail Rate	0.6%	0.6%	0.8%	1.0%	1.2%	0.5%	0.8%	1.2%	0.6%	0.0%	20.0%	0.8%
2009	**187**	**338**	**197**	**187**	**129**	**295**	**132**	**137**	**104**	**-**	**-**	**1,706**
F	1	2	1			2	1			-	-	7
P	186	336	196	187	129	293	131	137	104	-	-	1,699
Fail Rate	0.5%	0.6%	0.5%	0.0%	0.0%	0.7%	0.8%	0.0%	0.0%	0.0%	0.0%	0.4%
2010		**5**	**10**			**3**						**18**
P		5	10			3						18
2011		**3**			**2**	**2**		**1**			**4**	**12**
P		3			2	2		1			4	12
Total	**52,834**	**92,249**	**70,162**	**73,764**	**70,381**	**80,286**	**44,031**	**55,005**	**37,863**	**66**	**51**	**576,692**

40 CFR Part 51.366 (a)(5)

The average increase or decrease in tailpipe emission levels for HC, CO and NOX (if applicable) after repairs by model year and vehicle type for vehicles receiving a mass emissions test.

Not Applicable – On-Board Diagnostic Testing Only

QUALITY ASSURANCE REPORT

Testing Network

The testing network consists of 9 stations and two technical assistance centers. While the contractual obligation is to operate 21 lanes, Envirotest has elected to have additional lanes available to respond to higher volume levels on occasion to enhance customer convenience with less waiting times.

> 40 CFR Part 51.366 (b)(1)(i)
>
> The number of inspection stations and lanes.

Stations	Addresses	Lanes
West Bend	**2001 Stonebridge Circle West Bend, WI 53095**	3
Waukesha	**508 W Bluemound Rd. Waukesha, WI 53188**	6
Milwaukee South	**1101 W. Boden Ct. Milwaukee, WI 53221**	4
Milwaukee North	**7929 W. Clinton Ave. Milwaukee, WI 53223**	4
Milwaukee Central	**2401 W. St. Paul Ave. Milwaukee, WI 53233**	4
West Allis.	**423 S. Curtis Rd West Allis, WI 53214.**	5
Racine	**1913 Melvin Ave. Racine, WI 53404**	3
Kenosha	**5910 - 77th Street Kenosha, WI 53142**	4
Sheboygan	**4528 Gateway Dr. Sheboygan, WI 53081**	4
TAC-South	**561 W. College Ave. Oak Creek, WI 53154**	1
TAC-North	**7936 W. Clinton Ave. Milwaukee, WI 53223**	1
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Overt and Covert Performance Audits

State auditors conduct overt performance audits in conjunction with their equipment audits each week at the inspection facilities. The following table addresses the overt and covert performance audit activity. There were no covert audits conducted in 2011.

40 CFR Part 51.366 (b)(2)(i), (ii),(v)

The number of inspection stations and lanes operating throughout the year:

(i) Receiving overt performance audits in the year: 39

(ii) Not receiving overt audits in the year: 0

(iii) Receiving covert audits in the year: 0

(iv) Not receiving covert audits in the year: 39

(v) That have been shut down as a result of overt performance audits: 0

Covert Audits

There were no covert audits conducted in 2011

40 CFR Part 51.366 (b)(3)

There were no covert audits conducted in 2011

Fines, Suspension or Termination Due to Audit Failures

40 CFR Part 51.366 (b)(4)

No inspectors or stations were suspended, fined or prohibited from testing as a result of overt or covert audits.

Number of inspectors licensed or certified to conduct testing:

40 CFR Part 51.366 (b)(5)

There were 65 employees certified to conduct tests in 2011.

Number of hearings:

40 CFR Part 51.366 (b)(6)

There were 0 hearings held to consider adverse actions against inspectors and stations.

Fines:

40 CFR Part 51.366 (b)(7)

There was $0 collected in fines from inspectors and stations.

Covert Audits

40 CFR Part 51.366 (b)(8)

There were no covert vehicles available for undercover audits.

40 CFR Part 51.366 (b)(9)

There was 1 auditor available for undercover audits.

QUALITY CONTROL REPORT

Number of Emission Testing Sites and Lanes

40 CFR Part 51.366 (c)(1)

There were 9 inspection stations and 2 Technical Assistance Centers in 2011.

Number of Equipment audits by station and lane

40 CFR 51.366 (c)(2)

Equipment audits by station and lane.

Station	Total	Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 6
WB	427	99	111	108	109		
WAUK	738	124	123	125	124	120	122
MILWS	289	76	69	70	74		
MILWN	534	110	112	112	106	94	
MILWC	407	88	88	77	84	70	
WA	560	112	112	112	109	115	
RAC	264	88	89	87			
KEN	324	79	81	81	83		
SHE	307	99	107		101		
TOTAL	3,850	875	892	772	790	399	122

40 CFR 51.366 (c)(3)

The number and percentage of stations that have failed equipment audits: 0

40 CFR 51.366 (c)(4)

The number and percentage of stations and lanes shut down as a result of an equipment audit: 0

ENFORCEMENT REPORT

40 CFR 51.366 (d)(1)(i): An estimate of the number of vehicles subject to the inspection program, including the results of an analysis of the registration database.

Each month, the Wisconsin Department of Transportation selects vehicles subject to the mandatory testing requirement for registration renewal purposes. There were 567,493 vehicles selected (model years: 1996, 1998, 2000, 2002, 2004, 2006 and 2008) for notification in 2011.

40 CFR 51.366 (d)(1)(ii): The percentage of motorists compliance based upon a comparison of the number of valid final tests with the number of subject vehicles.

Overall, 466,507 vehicles receiving mandatory inspections in 2011 received a pass, waiver or diagnostic waiver test result. This is an 82.2% compliance rate for mandatory testing requirements. Variables include vehicles that changed ownership at the time their registrations were due and vehicles that were moved outside of the testing area after the registration select occurred.

40 CFR 51.366 (d)(1)(iii): The total number of compliance documents issued to inspection stations. 650,000

40 CFR 51.366 (d)(1)(iv) The number of missing compliance documents. 0

40 CFR 51.366 (d)(1)(v) The number of time extensions and other exemptions granted to motorists. There were 15,574 temporary plates issued in 2011. WisDOT Vehicle Emissions Inspection Unit issued 196 temporary exemptions in 2011.

40 CFR 51.366 (d)(1)(vi) The number compliance surveys conducted, number of vehicles surveyed in each, and the compliance rates found.

There were no compliance surveys conducted in 2011.

Registration denial based enforcement programs

40 CFR 51.366 (d)(2)(i) A report of the program's efforts and actions to prevent motorists from falsely registering vehicles out of the program area or falsely changing fuel type or weight class on the vehicle registration, and the results of special studies to investigate the frequency of such activity.

The Wisconsin Department of Transportation initiated domicile investigations in 2011. Registration agents at DMV customer service centers and at Envirotest emission inspection facilities would provide vehicle information on suspected vehicles attempting to change their domicile outside of the testing area. A WisDOT investigator would verify that the vehicle was kept in the testing area by physically identifying the vehicle. The motorist then received notification that they needed to comply with the requirement or their vehicle registration would be suspended.

In 2011, WisDOT personnel completed investigations on 78 vehicles that listed a domicile outside of the program area, but were suspected of being kept in the program area. After receiving notification from WisDOT, forty-five vehicles submitted to testing and received a passing result; eight vehicles were suspended for failing to comply; thirteen vehicles were junked/sold; one was working with WisDOT on readiness issues; and, twelve vehicles provided verification they were being kept outside of the program area.

40 CFR 51.366 (d)(2)(ii) The number of registration file audits, number of registrations reviewed and compliance rates found in such audits.

There were no registration file audits conducted in 2011.

Computer-matching based enforcement programs

40 CFR 51.366 (d)(3) Wisconsin is a registration denial based enforcement system. This section is not applicable.

Sticker- based enforcement programs

40 CFR 51.366 (d)(4) Wisconsin is a registration denial based enforcement system. This section is not applicable.